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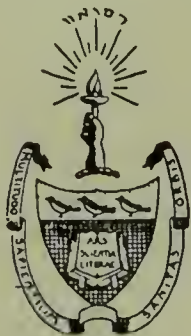
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This year British Columbia celebrates its centenary. One hundred years have gone by since it first became a colony—later a province. To mark this occasion, the Hudson's Bay Company, which played a leading role in the development of the territory, has published this booklet reviewing the events which led to the inauguration of B.C. at Fort Langley on November 19, 1858, and the installation of James Douglas as first governor.

Hudson's Bay Company.

INCORPORATED 27th MAY 1670

THE
B.C.
N.B.C.

BY B. A. McKELVIE

As one of the leading historians of the West Coast, Bruce Alistair McKelvie was commissioned to write this account of the early days in his native province of British Columbia. Journalist and author, he has worked on Victoria and Vancouver newspapers, written a number of novels and histories and contributed articles to various national magazines.

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THE EARLY DAYS

One hundred and sixty-five years ago the North American fur frontiers had been extended from the bleak flat shores of Hudson Bay to the snowy crests of the Rocky Mountains. Alexander MacKenzie, a twenty-nine-year-old partner of the North West Company had but recently explored the great river that bears his name, to the Arctic Sea. Now he was dreaming of an even more hazardous accomplishment, the breaking through the seemingly impassable barrier of mountain ranges and the finding of a feasible transportation route to the Pacific, with new and profitable fur fields that might be serviced from the sea.

Captain James Cook, of the Royal Navy, had come to the Coast in 1778 in search of a mythical strait that would open the trade of China to the merchants of the United Kingdom. He had found no such waterway, but had discovered the natives wearing lustrous dark sea-otter pelts for clothing. Later it was learned that these rich skins were prized by the mandarins of the Flowery Kingdom. Publication of Cook's journals brought a wild scramble of maritime adventurers to the North Pacific.

At the time of Cook, the century-old and very conservative organization, "The Governor and Company of Adventurers of England trading into Hudson's Bay," which had been chartered by King Charles II in 1670, played a leading part in the world fur trade. It had been given exclusive operational rights in all the territories draining into Hudson Bay, but after the conquest of Canada from the French, its monopoly was flouted by a number of small trading outfits

operating from Montreal. Later these merged under the name of the North West Company. They were an energetic and aggressive lot, and set up keen competition to the older corporation. The two companies finally united in 1821 under the name and charter of the Hudson's Bay Company, epitomizing in the enlarged concern the best features of both organizations. The present company is, therefore, the offspring of these two old concerns.

It was the story of Cook's discoveries that fired the imagination of young Mackenzie, and on May 9, 1793, with Alexander Mackay, six voyageurs and two Indians, he left Fort Forks on the Peace River upon his quest. It was a terrific test of courage, endurance and matchless leadership; each day disclosed new dangers and difficulties to be overcome, but Mackenzie and his little band won through to the salt sea, where, near Bella Coola, the young explorer mixed some Indian paint and stroked on a bold rock in bright vermilion:

"Alexander Mackenzie, from Canada by land, the twenty-second of July, one thousand seven hundred and ninety-three."

It was the first time that a white man had led a party across the North American continent, north of Mexico! Mackenzie had succeeded, and the story of that journey has enthralled bold spirits ever since. But it was many years before any effort was made by the North West Company to capitalize on Mackenzie's achievements.

In 1803, President Jefferson, of the United States, becoming interested in American sea-traders' reports, sent an expedition under army Captains Lewis and Clark to examine the valley of the Columbia River to the ocean. Word of this expedition alarmed North West Company officials at Montreal. They recalled the neglected accomplishment of Mackenzie, and a daring young bourgeois—or partner—Simon Fraser, was ordered to follow Mackenzie's track across the mountains and occupy the country, while another brilliant explorer and geographer, David Thompson, was instructed to find a more southerly pass and establish contact with the Indians beyond the Rockies.

Fraser, accompanied by John Stuart and James McDougall, with a small party, made his difficult and dangerous way through the rugged Peace River Pass and located a trading post at Trout Lake, better known today as Fort McLeod. It is the oldest European settlement in what is today British Columbia, and is still a trading post, operated since 1821 by the Hudson's Bay Company.

The next year, 1806, Fraser located on a large and beautiful lake, which in compliment to his companion he named "Stuart Lake." This shelter became "Fort St. James," the headquarters of "New Caledonia," as Fraser named the country. Stuart, who meanwhile discovered another lake, named it for his friend "Fraser Lake." In 1807 they started still another place, "Fort George"—now Prince George—at the junction of the Nechako and the Fraser. It was intended to act as a depot for the attempt that Fraser was planning. His was a bold idea, but he determined to follow the mighty, muddy river down to its mouth. Mackenzie had turned aside and had gone west to the Coast when Indians warned him of the dangers and difficulties of further descent of the river, which, he imagined, was of such length that it could not fall into the sea north of the "river of the West." Fraser had heard that Thompson had found a big river flowing from several small lakes hidden in the valley to the west of the Rockies, and wanted to find out if it were a tributary of the "Great River," or of the Columbia, and if his river and the Columbia were one. Paying no attention to the stories of danger told by the Indians, he started in 1808, accompanied by his faithful John Stuart and by Jules Maurice Quesnel and a strong party.





FRASER RIVER, 1808

It was not long before he found that the native tales of difficulties and dangers were true. Tumbling cascades, rock-ribbed canyons through which the turbid stream raged madly; portages where Indian trails led to dizzy heights along precipitous stone walls and crossings made over sheer drops on swaying logs, suspended by thongs from still higher altitudes—such were some of the obstacles that confronted him. But with dogged persistence he went ahead. Passing a large, clear river which he assumed was the one Thompson had found, he so named it. At last he broke from the mountain gorges and floated down a wider and more placid surface through a lush valley of meadows and woodlands. He tasted salt in the water and knew he had come to the tidal estuary, and it was not that of the Columbia, but of a magnificent river hitherto untravelled by white man. When within a mile of the sea his party was mistaken by the Musqueams for a war excursion sent against them by the Chewassens, and Fraser was forced to turn back.

Four years later men from John Jacob Astor's Pacific Fur Company erected a building at a place called "Cumeloups" at the junction of the North and South Thompson Rivers. Within a few weeks Joseph Laroque of the North West Company arrived there from New Caledonia and built another trading post and from this the fine city of Kamloops has developed, in which the Hudson's Bay Company has a record of continuous service since 1821.

The union of the Hudson's Bay and North West companies in 1821 found affairs on the Pacific Slope in a rather chaotic condition, wanting in planned economy and organization. Not only was the country too far from the centre of operations, but there was a feeling of instability. By the treaty of 1818 Britain and the U.S. had agreed to joint occupancy of the territory, but the lack of determination of a boundary, made long range planning difficult. Then too, Russia was laying claim to the coast as far south as latitude 51° , though later the Czar limited the southern extension of his domain to latitude $54^{\circ} 40'$.

It was in 1824 that George Simpson, the extraordinary young man who had been selected at coalition as governor of the Northern Department of the reorganized Hudson's Bay Company, started across the continent to inject new life into the fur trade on the Pacific side of the mountains and study its problems. The dynamic little Scot with the pink cheeks and pleasant smile was an enigma to the hardened, weather-beaten veterans of the fur wilderness. He had only been in the country from London little more than a year when the companies united, and that period was spent for the most part in the isolation of Athabasca. Surely such an inexperienced city dweller was not suited to the rigours of the fur trade! But behind his bland countenance he had a quick mind, a will of steel and an inflexible purpose that would tolerate no opposition. Now, on his first trip to the far west, he lowered the time for the journey from Hudson Bay to the Columbia by twenty days! He was accompanied by Chief Trader James McMillan, and overtook Dr. John McLoughlin, the big former North West leader who had started several weeks before him.

McLoughlin was being moved from the east to take charge of the Columbia Department. He was a disciplinarian, whose very size won respect for him from the Indians. As well as being a physician, he was a thorough trader. In the next twenty years he won renown as the "Father of Oregon."

It was mid-November when Simpson reached Fort George, the former Astoria of the Pacific Fur Co., at the Columbia's mouth. Despite the lateness of the season and the inclemency of the weather, he sent off a strong party headed by Chief Trader McMillan with Clerks John Work, F. N. Annance and Thomas McKay to locate the mouth of the Fraser River and explore its banks for a site to build a fort that might, in time, become a main depot. Simpson wished to be prepared if the boundary was established away from the line of the Columbia.


With the union of 1821 the enlarged Hudson's Bay Company had revolutionized life in the wilderness. Discipline was strengthened and respect for superiors—not servility, but such as gave standing to officers in the eyes of the natives—was required. All commissioned gentlemen were addressed, even by their superiors, with the prefix of "Mister." A requirement of trade that was emphasized, and which has continued without deviation, was the merchandise offered for sale must be of good quality and should not be misrepresented. Indian



customers and superstitions were accorded respect. To these "honourable ways of an Honourable Company" has been attributed the singular freedom of Western Canada from Indian wars.

Ed The principal officers of the fur trade were "Chief Factors." A chief factor held two of 85 shares set aside for the "commissioned gentlemen." He was in charge of a district. He dressed in a dark frock-coated suit, over which he wore a tartan cloak in bad weather. His head was covered by a beaver hat, protected from the rain by an oiled silk cover. When he started or returned from a journey he was accorded a salute from the fort. While travelling, his fire was the first one lighted and his tent erected before any other. He presided at the head of the mess table where no frivolous discussion was tolerated, but topics designed to teach the young clerks were considered. So, too, the occasional books that came out with the annual ship were selected because of their informative worth: there was no trash.

v Chief traders each had one share, the earnings of which might vary from say £250 to £400. They commanded posts and trading expeditions or filled other responsible positions. Clerks, who were also included in the term "gentlemen," were often quite young. They were apprentices learning the arts of Indian trade, and were paid from £40 to as high as £150 annually as they progressed.



SIMPSON'S STRATEGY

It was the spring of 1825 when Governor Simpson left for the east. In the short time he was on the Columbia he and the herculean McLoughlin worked day and night reshaping affairs in the west. Simpson was horrified at the lack of economy he discerned. He complained that although transportation was such a problem to all the posts, there was little or no effort to produce foodstuffs. It became incumbent on each post to raise most of its eatables. The main depot at Fort George was in a ruinous state. He gave orders to replace it by a new and larger fort on the northern bank of the Columbia, for he held that there was little hope of securing the southern bank of the river as the international boundary. He ordered that the great district of New Caledonia—generally known as all that part of present British Columbia where the Chipewyan language was understood—



be attached to the Columbia and have its baled furs freighted down to the new headquarters for trans-shipment to London. This new establishment was built about 80 miles higher up the river than Fort George, and was named "Fort Vancouver" in honour of the naval captain whose expedition had explored the Columbia for that distance.

The little governor and big doctor also planned the building of a waterdriven sawmill, the processing of the hordes of silver salmon that came each year to the river, and the extension of trade from the Columbia along the coast to Russian America—now Alaska.

The proposal was to locate forts at strategic points along the rugged shoreline of the North Pacific, from which suitable shipping could operate. The trade had been held entirely by marine adventurers with little regard for the future, but only for the profits of the moment. It was many years before coast natives forgot some of the animosities that such irresponsibility engendered.

So successful was the policy of permanent trade that in a few years the sea-traders had been banished from the coast.

In 1827 James McMillan, then a Chief Factor, was instructed to return to the Fraser and build a post to be known as Fort Langley. He arrived on board the schooner *Cadboro* which remained in the stream until protective works were erected. She then made a circuit of the Gulf of Georgia to inform the natives of the new trading centre. While watering, a boat was attacked and two sailors were shot by ambushed natives. Captain Aemilius Simpson did not retaliate. The Indians mistook this forbearance for cowardice, and as a result the newcomers to Langley lost face.





FORT LANGLEY

It was in the spring of 1829 that the Fort Langley people dissipated any doubts as to their courage. The Yucultas were the terrors of the Gulf; Indians about the fort and lower valley shivered at the mere mention of their name. Two clerks, J. Murray Yale and F. N. Annance were returning from Puget Sound with eight companions when, just below present day New Westminster, they found their way blocked by 200 painted, howling Yucultas in nine war canoes. The Langley boat did not turn and flee. It charged right at the centre of the line and broke through. Landing, the ten put up such a stiff resistance that the 200 dreaded warriors were seized with panic and fled down the river. Local Indians were so impressed that they moved several villages into closer proximity to such heroic fighters, settling across the river from Fort Langley.

While plans for construction of coastal forts were maturing, Simpson, in 1829, as part of his grand scheme of trade, proposed to supply the Russian-American Company with merchandise and trade goods, taking payment in furs. He argued that it would establish better relations and would place trading on a stabilized basis. He was particularly anxious to eliminate liquor as an item of trade. It was a wise and purposeful plan but it was not adopted at the time. Ten years later it was accepted and broadened when Russia leased the whole of what is now known as the "Alaskan Panhandle" to the Hudson's Bay Company. Annual payment for the lease included 2,000 land-otter skins and stated quantities of meats, butter, grains and vegetables. The Company retained the lease until the United States purchased the territory in 1867.

The Company had already built a post in 1831 on the Nass River, named Fort Simpson in honour of Capt. Aemilius Simpson, the shipping superintendent. It was later moved to a better location in the same district. In 1833 Fort McLoughlin was built at Milbanke

Sound. It was a dismal place, and was later replaced at the north end of Vancouver's Island by Fort Rupert. Then, to the far north, in 1840, Fort Taku or Durham was put up near the Stikine's mouth to deal with Indians previously trading with the Russians. It had a short and tragic career, for it was there that John McLoughlin, son of the doctor, was murdered by his own men in 1842. Thereafter it was abandoned.

The arrangement with Russia made it necessary for the Company to put agriculture on an organized basis. There were large farming operations at Forts Vancouver and Langley, but in 1839 the Puget's Sound Agricultural Company was formed as a subsidiary and took charge of the development of large acreages at Cowlitz and Nisqually.

While these major developments were taking place on the Coast, the business of New Caledonia was progressing. The initial trading posts at Lakes McLeod, Stuart and Fraser and at the forks of the Fraser and Nechako had been maintained and several outposts had been added at Babine, Bear Lake, Connolly Lake and Fort Alexandria on the Fraser.

Indians had committed murder at Fort George in 1823. One of the two fugitives was himself slain by other natives, but it was not until 1828 that the second murderer was apprehended at Fort St. James by a clerk, James Douglas, and several Company servants. The Indian was killed in the struggle. During the absence of Chief Factor William Connolly, Chief Quaw, who was angered that the sanctuary of his village had been violated in the death of the wanted native, entered the fort. Douglas was seized and a warrior poised a dagger over his heart, waiting the signal from Quaw to plunge it in to the hilt. Had he done so the course of the history of British Columbia might have been changed, for later Douglas played a key part in the development of the Pacific Slope and became the first governor of British Columbia.

It was thought that when Quaw spared the young man the Indians had re-established him in their friendship. Such was not the case with them all, and soon after, 120 warriors threatened him at Fraser Lake. Connolly recommended that for Douglas' own safety he be transferred to the Columbia River. This was done, and the young man, who stood as tall as Dr. McLoughlin, became his assistant. Years later, when Dr. McLoughlin retired, it was Douglas who succeeded him.

Concurrently with the Fort George tragedy, Guy Hughes and four voyageurs were slaughtered at Fort St. John, on the Peace River. Once more, it was not an Indian war, but murder induced by personal disappointment and superstition. This resulted in the temporary abandonment of the Peace Pass as the transportation route through the Rocky Mountains. The Yellowhead, or Leather, Pass became the main road of transit for light brigades, while the heavy fur packs and main merchandise for the trade were freighted to and from Fort Vancouver. The fur packs, each of 90 lbs., were shipped by boat and canoe from Fort St. James and Fort Fraser to Fort George and on to Fort Alexandria. Here they were placed on horses and taken to Kamloops, where the Company had established a big horse station. From there the now much larger fur brigade moved on, across Grand Prairie to the Okanagan, then down to Fort "Okanogan" near the Columbia and by boat to Fort Vancouver.

In 1836 the Hudson's Bay Company's steamer *Beaver*, the first steam-propelled vessel in the North Pacific, arrived from London. She was a staunch craft, especially designed for service on the rugged coast between the Columbia and Russian America. She was constructed on the lines of a small frigate of her day, and in the next half century rendered such service as no other ship has done to this part of the world. She became a symbol of fair dealing and friendship to the Indians, and to the lonely whites she was a pledge of civilization and justice.



COAL ON THE ISLAND



Leaving the Columbia, to which she never returned, the *Beaver* that same summer steamed up the coast, her smoking stack and beating paddles astounding the aborigines, who fancied at first she was a supernatural monster. At Fort McLoughlin, Chief Factor Duncan Finlayson, who was aboard, was joined by others from the post and a run was made across Queen Charlotte Sound to inspect the coal outcroppings which Indians had described to Dr. William F. Tolmie the previous year. The Indians told the truth. This coal was of great importance, for steam was replacing sail as the motive power in the navies of the world and in the freighters of the commercial sea lanes.

✓ Possibility of Great Britain having to retire from the country below latitude 49° , which Simpson had speculated upon in 1824 when he sent McMillan to the Fraser River, was becoming more apparent in 1840. If the line of that parallel first suggested in 1818 was adopted, and was continued as proposed to the sea and across Vancouver's Island, it might close the Strait of Juan de Fuca to British shipping and shut off the second great river of the west, the Fraser. So it was considered the part of wisdom to occupy the whole of Vancouver's Island in anticipation of the international arguments. In 1842 Chief Factor James Douglas—the former New Caledonian clerk—was sent to explore the southern part of the Island and select a site for a large depot. He found a location at the harbour of Camosun or Camosack, at a place called by the natives "*Ku-sing-ay-las*" (The place of the strong fibre). ✓

In March of 1843 Douglas with a party of workmen returned on the *Beaver* to start erecting the pickets of the stockade and bastions of a strong defensive work, known as "Fort Victoria," in honour of the young Queen. Today it is the beautiful capital city of British Columbia.

The boundary line was amicably settled on June 15, 1846. There had been much heated talk due to the political oratory of the 1844 presidential election, when one of the party slogans was "Fifty-four Forty, or Fight!"—meaning that the U.S.A. wanted the whole coast up as far as Russian-America. But the wisdom of moderation prevailed: latitude 49° North was chosen as the line of demarcation

from the Rockies to the Strait of Georgia. From there the line continued by way of the Strait of Juan de Fuca, to the ocean. Thus, a corridor was left open to the Strait of Georgia, and Great Britain was confirmed in ownership of the entire Island.

The several spheres of sovereignty having been defined, the British Government decided to give Vancouver's Island colonial status. Dr. Tolmie's coal deposit contributed to this plan, for the navy had tested it and found that it was good as a steam fuel. If a coal mining port was to be developed, then there must be some governmental control. The Hudson's Bay Company was prevailed upon to undertake the mining of coal, and also the management of government. It was not something that the Company was enthusiastic about. Sir John H. Pelly, the Governor in London, frankly told the British Government that "The Company expect no pecuniary advantage from colonizing the territory. All monies received from land or minerals would be applied to purposes connected with the improvement of the country." The Crown was to be represented only by a Governor, and the Company was to be the custodian for lands and settlement, public works and law enforcement, education and welfare—and in fact, all the functions of administration. It was a new experiment in nation building. And it was a task fraught with troubles unknown to fur trading. Richard Blanshard was sent out from London as governor, but he left after a year and a half, and James Douglas succeeded him, winning renown for himself and doing magnificent service to the country. For nearly eight years he continued as chief factor in charge of the direction of the Company's affairs on the west of the mountains. Occasionally criticism would be voiced, and here Douglas, in common with the Company he served, may have been at fault, for he never gave public answer to his critics. On the whole, though, historians agree, the joint rule of the Crown and the Company was admirably suited to the times and the circumstances of the young Colony.

wrong.
out of context!

When the shallow measures at Fort Rupert—the post that protected the coal mines—proved to be disappointing, search was made by the Company for new deposits. These were found at Wentuhuysen Inlet—later to be renamed "Nanaimo"—and in 1852-3 a protected colliery camp was built. Mining continued there for three-quarters of a century, and is still an important industry on Vancouver Island.

Saw-milling is another great industry that had its start with a

little water-powered mill erected by the Company at Parsons Bridge, at the head of Esquimalt Inlet in 1847-8. From it the first lumber exports from Western Canada were made. Even before that time selected pine was being logged for the making of barrels at Fort Langley for the salting of the salmon that crowded the Fraser River each year.



Fort Victoria was visited in 1849 by an untidy, black schooner, manned by roughly dressed men. Roderick Finlayson, officer in charge, imagined that he was beset by red-shirted pirates, but the visitors said they were miners from California, where gold had been found, and came for supplies. They offered the Indian trader raw gold in payment. No one at Fort Victoria had ever seen the yellow metal in its natural state; then Finlayson recalled reading that it was malleable, so he took the nuggets to the blacksmith to have him beat them on his anvil. It was not long after this experience that Chief Factor John Work found gold, as a result of Indian report, on the Queen Charlotte Islands. A stampede started to the locality from Puget Sound, but the hostility of the natives and shallowness of the deposit ended British Columbia's initial gold mining excitement.



SEARCH FOR A BRIGADE ROUTE

With the fixing of the boundary it became apparent that the Hudson's Bay Company would have to withdraw from United States territory before long, as it was filling with immigrants. This meant that a new supply base would have to be found instead of Fort Vancouver. Fort Victoria had been built for just such a contingency, but the Company was faced with the question of bringing the fur brigades from the interior to the coast.

Chief Trader A. C. Anderson, stationed at Fort Alexandria, volunteered to find a suitable route. He tried three different ways, each of which was difficult. His first was from Lillooet, via Seton, Anderson and Lillooet Lakes to Harrison Lake and on to Fort Langley; the second was via the Coquihalla Pass and over Manson Mountain to the Similkameen and from there by way of Nicola to Kamloops. The third was from Nicola through the mountains to the Fraser, and after crossing at Spuzzum by way of a mountain trail to the river below the gorges. He reported that each was dangerous and difficult, but in the dilemma the company officials decided to try the third. An establishment, Fort Yale, was built on the Fraser where the river issued from the rocky canyons. It would take several years to put in



shape; but in 1847 Indian war flamed in American territory, when Dr. Marcus Whitman and his mission were attacked. This meant that it might be unsafe to attempt bringing the 1848 fur brigade to Fort Vancouver by the usual route. It was ordered to come by Anderson's Nicola-Fraser River trail. Donald Manson, in charge of the brigade, forced his way through with the loss of a number of fur laden horses. On his way back, no less than 27 horses were lost and one man committed suicide, unable to continue the exhausting terrors of the way. This caused abandonment of the route, and Anderson's second route by way of Coquihalla was adopted. A passable, but arduous pack road was built, and this served until the Cariboo Road was begun in 1862-3.] The little station at Yale and Simon's House at Spuzzum, where the boats for crossing the raging river were kept and repaired, were closed. Fort Hope was built on a river flat at the entrance to the Coquihalla. This delightful little place became the horse station where the animals were recruited after their long and difficult climb over the mountains, and their loads were transhipped by water to Fort Langley.

NEW FARMING CENTRES

Another important change occasioned by the establishment of the border line was the need for the development of farms to replace those of the Puget's Sound Agricultural Company's big operations in Washington territory. Three large holdings were secured within a radius of ten miles of Victoria, and three bailiffs were sent from London to place farming on a scientific basis. They brought trained agricultural workers from Scotland and England. Colwood, Craigflower and Constance Cove Farms became active farming centres. The Hudson's Bay Company also maintained large farms; there was the Viewfield farm at Macaulay Point, where cattle were



raised; the Uplands Farm at Cadboro Bay; North Dairy Farm in Saanich and the Beckley Farm and gardens closer to the Fort. At Craigflower a school was built and a teacher brought from the United Kingdom to instruct the farm children. An earlier boarding school operated by the Hudson's Bay chaplain and his wife in Fort Victoria was the first educational institution.

The company fostered the teaching of Christianity. Regular services were held in Fort Victoria where, from 1849, a chaplain was located. When settlement spread beyond the palisades, a large District Church was built on Church Hill for holy worship. Help and protection was given to missionaries of all faiths in their devoted labours.

The Company may also claim to have instituted public health service in the country. A doctor was stationed at Fort Victoria who treated all who were ailing, whether servants of the Hudson's Bay Company, or others. Similarly, company ships and company couriers carried mail for everyone.

In 1856, the first elected Legislature was formed, and this pioneer Parliament held its early meetings within the fort, until public buildings could be erected.

ED
Social
Changes
✓



While fur trading was the basic business of the Company, every effort was made to develop markets for the products of the land. A cargo sent to San Francisco in 1853 was typical: 540 barrels of salted salmon, from Fort Langley; 12 barrels of smoked salmon; 43 barrels of cranberries from the Fraser River; 50 tons of Nanaimo coal.

In 1850 the first semi-military organization in the west was recruited from retired Hudson's Bay Company servants by Douglas. They acted as rural police, and on several occasions did noteworthy work in support of civil power. This was especially the case at Nanaimo, in 1853, when they captured two Indian murderers, who have the dubious distinction of having been given the first trial by jury on the coast. Gallows Point at the entrance to Nanaimo's harbour recalls their fate.

In 1858 a handful of gold, traded at Fort Kamloops, was sent by Chief Factor Douglas to San Francisco. Officers at the Mint there made public the source from which it came. There was an immediate gold stampede. Every kind of craft, sound or unseaworthy, that could be secured was pressed into service to carry as many excited men as could find standing room in them to Fort Victoria. They came by hundreds and then thousands, until it was estimated that in three gold-mad months no less than 33,000 adventurers entered the country. There was no form of government on the mainland. It was a fur wilderness populated by Indians and the few Hudson's Bay people at their various trading establishments, for the Company had an exclusive licence of trade.



GOLD STAMPEDE

Governor Douglas, of Vancouver's Island, realizing that any laxity of control might be dangerous, assumed authority that he did not possess, for his commission did not include the mainland. He deemed it necessary to have each individual entering the country acknowledge British authority, so he required every one to take out a mining licence. He reported his action to the British Government, adding that it might be held he had no right to do this: in which case, he said, the only authority existing was the Company's licence to trade; so as chief factor of the Hudson's Bay Company he charged each entrant \$2.00 head-tax. The money raised by the licence and the head tax was used for the expenses of preserving law and order.

The gold-seekers who arrived at the Fraser in sail boats, row-boats and skiffs, canoes and even on rafts, headed for Fort Langley. This, the first settlement on the coast, was surrounded by tents, and shelters made of bark and foliage. The Hudson's Bay people were besieged by anxious men wanting answers to a hundred questions; and also wanting supplies. At Victoria, with the first wave of prospectors, came a few men intent on preying upon the miners. They sought to raise prices unduly in order to make profits from the goods they had brought. The Hudson's Bay Company officials refused point-blank to take advantage of the shortage. They sold their wares at the usual prices and rationed them so that all might secure a share—an attitude which was enthusiastically approved by the newspapers of San Francisco.

Fort Yale was re-opened, and Ovid Allard was sent there, not only to supply the miners but to endeavour to maintain peace between the whites and Indians. Despite his efforts, however, there was a short, sharp war between the miners and natives in the gorges between Fort Yale and The Forks (now better known as Lytton). In the summer of 1858 the Indians, jealous of the strangers who treated them with scant courtesy, and inflamed with liquor, struck without warning, shooting from higher ground down upon whites at work on the river bars. A number were killed; others died fighting their way

down stream to Fort Yale. Many Indians were also shot, while several villages were set on fire by the desperate miners. As fugitives trickled from the canyons into the settlement several companies of volunteers were organized. These armed bands made their way up both sides of the Fraser. The Indians sued for peace. Chief Factor James Douglas, with a bodyguard of 35 marines and sailors from naval vessels at Esquimalt, went to the up-river settlements where he conferred with the Indians, assuring them of equal consideration under the laws, and setting up a reserve for them. His wisdom and forbearance cemented peace between the white men and Indians.

→ The news of the gold rush stimulated the British Government to action. It had already been recommended as a forerunner to the scheme of Confederation that the licence of exclusive trade should not be renewed and that colonial government should be extended to the mainland, while the affairs of Vancouver's Island should be administered by the Crown and Legislature. Sir Edward Bulwer-Lytton, Colonial Secretary, introduced a bill in the House of Commons, supplementing this programme, and the Crown Colony of British Columbia was created.

It was—and fitting that it should be—at Fort Langley that the new colony, named personally by Queen Victoria, "British Columbia", was inaugurated, on November 19, 1858. James Douglas, governor of Vancouver's Island, had been asked by the Colonial Secretary to accept the executive office for the new colony as well, which meant that he had to resign from the Company.





COLONY INAUGURATED

It was a miserable, wet day at Fort Langley. There had been plans for pageantry and display, but instead all who could do so crowded into the large room of the Officers' Building, and there the oaths of office were administered. Then a proclamation was read ending the exclusive trading privileges under the Company's licence of trade; British law was declared to be that of the new colony, and the acts of Douglas and his helpers done before there was any authority were sanctioned. With the proclamation of the colony, British Columbia was born where the men of the Hudson's Bay Company had cradled civilization.

The gold rush spread up the Fraser River. Douglas feared that the adventurous miners who forced their way through the canyons might perish if overtaken by winter without adequate supplies. There was no road, so, even before he was governor of the new colony, he stepped in and decided to build one. He selected the survey that Anderson had made on his first trip. There were no funds available, but Douglas persuaded 500 miners to volunteer their services, and for each to post \$25 in cash to guarantee good behaviour while working for nothing. This money was sufficient to buy powder and supplies. The road more than 100 miles in length was finished, ferries had been placed on three lakes, and freight was moving in from Harrison Lake to Lillooet a week before he was installed as governor.

In 1859-1860 gold was found on the creeks of Cariboo. An even greater stampede followed, and the Hudson's Bay Company was there, giving service to the miners; and so it was at Rock Creek, and in the Similkameen country; and Wild Horse in the Kootenays and at Omineca and Cassiar—the old company, with its dependable goods and record for fair dealing, was to be found in the forefront of development.

And when the railroad arrived and new ways and new activities came to the country, and small camps and trading posts became cities, the Hudson's Bay Company was again in the forefront, building the magnificent stores in the larger centres, and smaller stores in places like Penticton, Powell River and Prince George, Kitimat, Kimberley and Kamloops. While at Fort St. James and McLeod's Lake and other more remote places, it is still doing business with the native peoples who are the descendants of those who welcomed Mackenzie and Fraser, Thompson and McMillan, and the host of other fur traders who first came among them.



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HUDSON'S BAY COMPANY
IN BRITISH COLUMBIA

RETAIL STORES

Vancouver	Nelson
Victoria	Ocean Falls
Dawson Creek	Penticton
Kamloops	Powell River
Kimberley	Prince George
Kitimat	Trail
	Vernon

FUR TRADE POSTS

Babine	Hazelton
Fort Nelson Mile 300	Kitwanga
Fort Nelson River	Lower Post
Fort St. James	McLeod's Lake
Fort St. John	Takla
	Telegraph Creek

WHOLESALE BRANCHES

Vancouver	Victoria
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RAW FUR DEPARTMENT

Vancouver

Date Due

OCT 26 1992

MAR 14 1997

APR 09 1997

DEC 22 1992

DEC 21 1993

OCT 15 1997

OCT 15 1997

NOV 28 1997

AUG 16 1994

FEB 13 1998

AUG 31 1994

MAR 16 1998

MAY 01 1995

DEC 5 1994

AUG 31 1998

OCT 14 1999

AUG 21 1995

MAY 03 2000

DEC -5 1995

NOV

CT 29

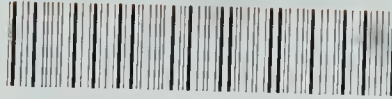
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		MAR 26	1984
DEC	1984	DEC	1984
OCT 31	1985	OCT 21	1985
NOV 12	1985		

